



# Fair Facts

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## newsletter

### Review from the CEO

Dear Reader,

In 2001 we embarked on the journey to fundamentally change Fairmount. We redefined our business and we focused on a clear strategy. We set our goals: to become the most reliable, truly world-wide provider of long distance ocean towage services. To become a premier provider of transportation services for the largest and heaviest floating objects. To make available to a world-wide audience the excellent and second to none marine services of our Japanese Principals, Fukada Salvage.

Our journey to change Fairmount travels on two tracks, being Marine Contracting of Ocean Towage, Heavy Lift Transportation and Fukada Salvage. We build upon our successes of the past and on the momentum of the present and we distinguish three Phases in the process of change, a process with is focussed on creating great value for our Customers.

We have now successfully ended Phase One of our drive to excel. Phase One has ended with the order of two

newbuilding long distance towing vessels, the 200 tonnes Bollard Pull anchor handling tugs FAIRMOUNT SHERPA and FAIRMOUNT SUMMIT. Presently under construction the new vessels will be delivered to us in the early part of 2005.

During Phase One, we took delivery of anchor handling tug supply vessel DE HONG which since then was continuously employed on world-wide towage assignments, such as the FSO UNITY tow from Korea to Nigeria, a distance of 11,000 nautical miles. We added anchor handling tug supply vessel DE XIANG to our fleet, a 1998 built superior towing vessel.

During Phase One, we performed various important tug and barge transportations over long distances, such as the MARI-B topsides from the Gulf of Mexico to the Eastern Mediterranean. We took delivery of semi-submersible barge ZHONG REN 3, with a length of 198 metres, a beam of 46 metres and a deadweight of 50,000 tonnes the world's largest semi-submersible transportation barge.



### Fairmount Marine BV

Established 1979  
**MARINE CONTRACTING**  
**OCEAN TOWAGE**  
**SALVAGE**  
**HEAVY LIFT**  
**TRANSPORTATION**  
**OFFSHORE SUPPLY**  
**SERVICES**  
**MARINE CONSTRUCTION**  
**SALE & PURCHASE**

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# VSTEP virtual reality

Almost two years ago Fairmount's subsidiary, VSTEP, started developing 3D virtual reality environments for training. After investing in the technology for a year, recent projects have demonstrated the added value of this innovative technology.

VSTEP creates virtual experiences that expose people to real-life situations without the associated dangers or costs. The basis of the virtual experience is a realistic 3D model of an actual ship or offshore facility. Using game-like technology, people are immersed in life-like incident simulations as if they were actually there. Within their virtual working environment they are free to walk around, get to know the layout, locate emergency equipment and exits, train emergency procedures and practice evacuations. The

environments have a realistic look and feel and are easy to use for all crewmembers.

Within the maritime and offshore industries, VSTEP programmes are used for:

- Project simulation – visualising complex operations to ensure all stakeholders have the same understanding of the project
- Familiarisation training – getting to know a new working environment before going offshore
- Safety training – training emergency response procedures realistically and safely
- Operations training – practicing operating procedures safely and cost-effectively

In recent months several large projects have been completed:

## Safety training: STCW Advanced Fire Fighting for Seafarers

VSTEP developed the world's first virtual reality Advanced Fire Fighting for Seafarers refresher course for Nutec, leading global provider of safety and survival training courses.

This course is the world's first virtual reality training to receive STCW certification. Crews will complete the first part of the course on board of their vessel, using state-of-the-art e-learning methods and 'virtual reality' training scenarios. The 'onshore' part of the course can subsequently be done at any of the Nutec training centres. Ship owners will benefit from a 50% reduction in practical training time onshore. Moreover, the training focuses more heavily on

personalised competency development of individual seafarers.

The course has been approved under IMO/STCW'95, regulation VI/3 and STCW Code, sections A-II/1 & A-III/1 by The Netherlands Shipping Inspectorate and PAC® Certification Foundation and approval is pending with the Norwegian Maritime Directorate.

## Project simulation: simulation for the new Rotterdam Harbour terminal

For the Rotterdam Port Authority, VSTEP developed a virtual model of the new terminal in the Second Maasvlakte. A truck simulation was created within this virtual environment to demonstrate a revolutionary concept of unloading and loading trucks within forty-five minutes. The latest security systems were also simulated including palm scanners and container scanners.

## Operations training: 3D vessel management system for Rotterdam Harbour

VSTEP developed a 3D model of a large part of Rotterdam harbour, named the Waalhaven. The model was developed for QPS using CAD drawings, satellite images, digital photography and the municipality's structural databases.

The model was used by QPS to develop a prototype of a new vessel management system to provide pilots with a 3D view of the harbour when piloting vessels from shore.

Furthermore, the model can be used as a ship simulator to familiarise crews with the harbour. Crewmembers can board any vessel in the model and take control of the vessel. Likewise, they can take control of one of the cranes to practice crane operations.

## Operations training: Crowd Behaviour for Passenger Ferry

One of the most difficult and costly situations to train is crowd control. In order for training to be effective, crowds must react realistically to their surroundings, an incident and instructions of crewmembers. VSTEP's R&D efforts have resulted in a method to simulate realistic autonomous crowd behaviour.

Every virtual character in the scene reacts randomly but intelligently based on human behavioural values embedded in it. This technology is ideally suited to train crews for incidents involving crowds, such as passenger ferries, underground railways and sports accommodations.

VSTEP has developed many other simulations, trainings and simulations for other vessel owners, operators, shipyards and offshore operators. For more information, please visit our website ([www.vstep.nl](http://www.vstep.nl)) or contact us directly.



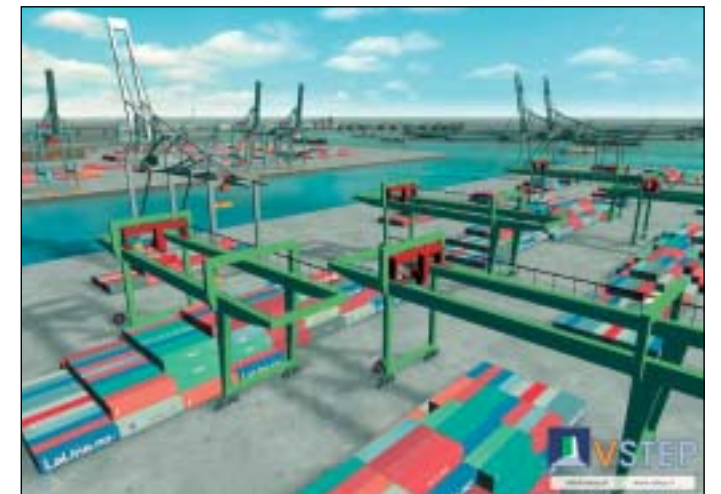
'First Officer briefing the Captain on the incident'



'Fire teams carefully enter the incident zone'



'Complex docking procedures being trained in Rotterdam's Waalhaven'



'Crane operators practice container handling procedures using a new crane'



'Crowds reacting to an explosion on a passenger ferry'



Simulation for the new Rotterdam Harbour terminal